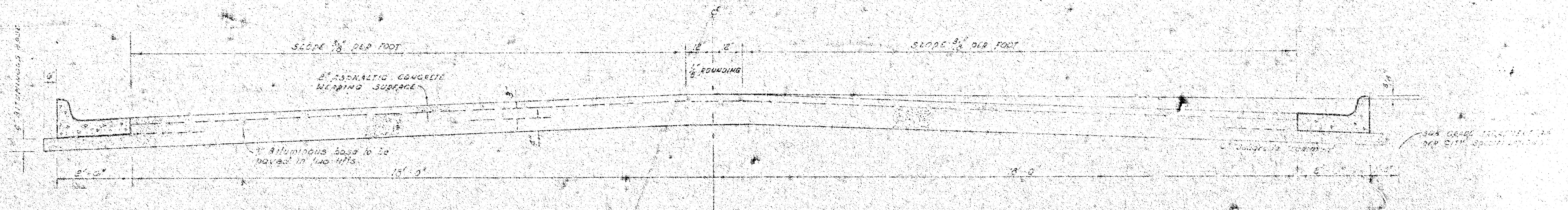


WINTERSET LANE

S.L. WAYSIDE LANE TO S.L. CENTRAL

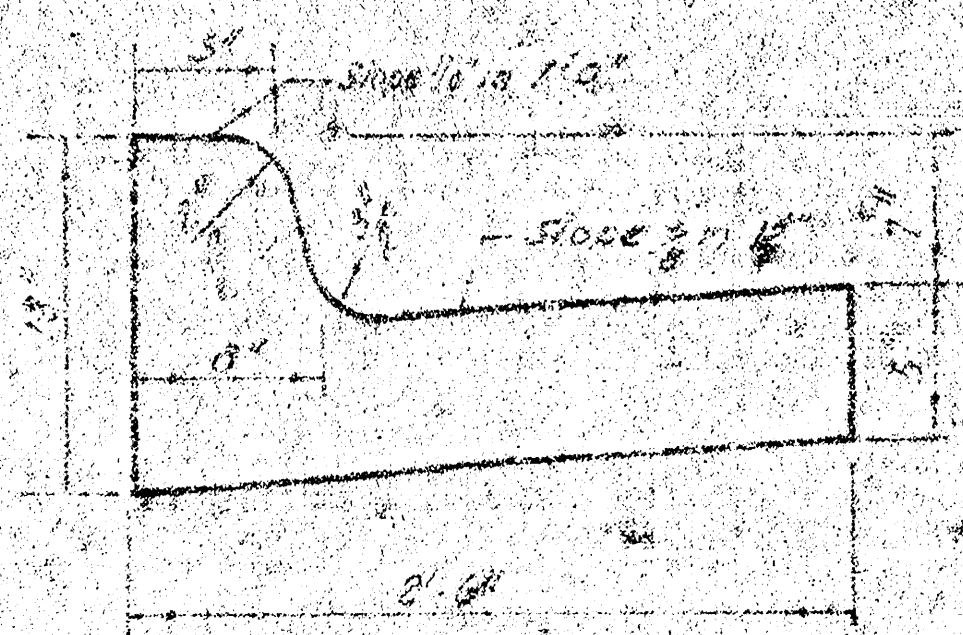


TYPICAL SECTION

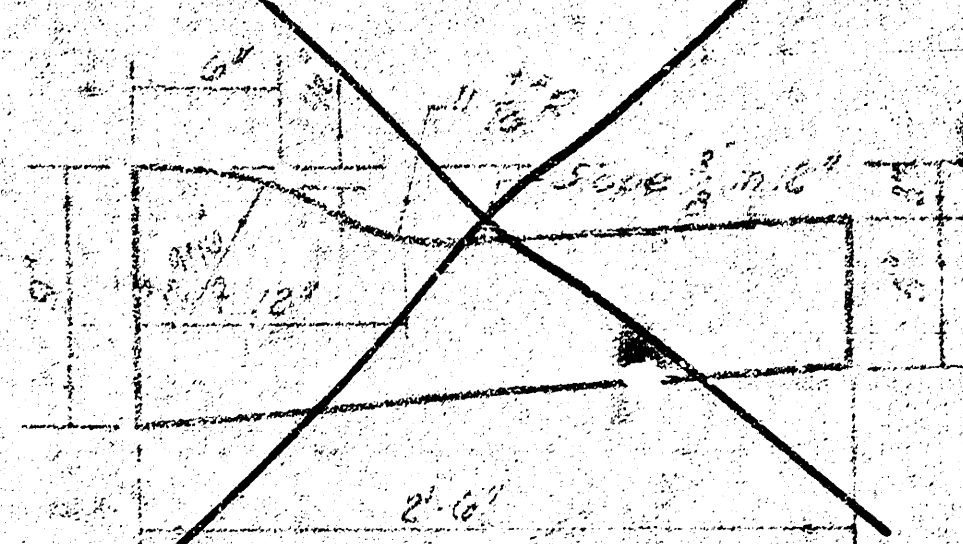
41' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

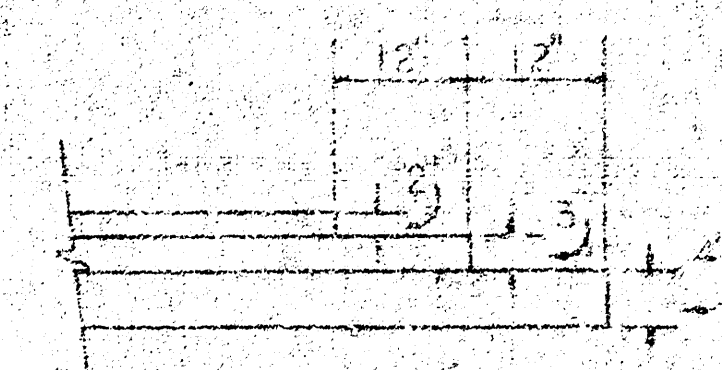
COMBINED CURB & GUTTER



NO. 1 TYPE CURB & GUTTER

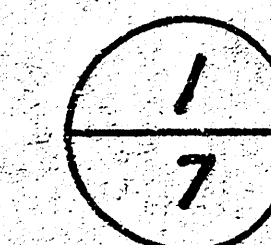
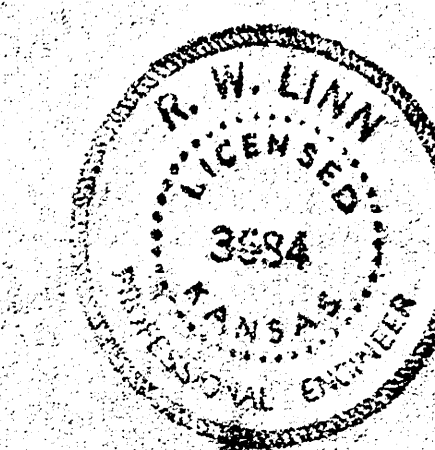


DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

The 41' pavement between the curb and gutter shall be paid as 41' x 41' x 41' pavement. The 15' base under the curb and gutter shall be paid as 15' x 41' x 41' base.



CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS - Engineering Division.

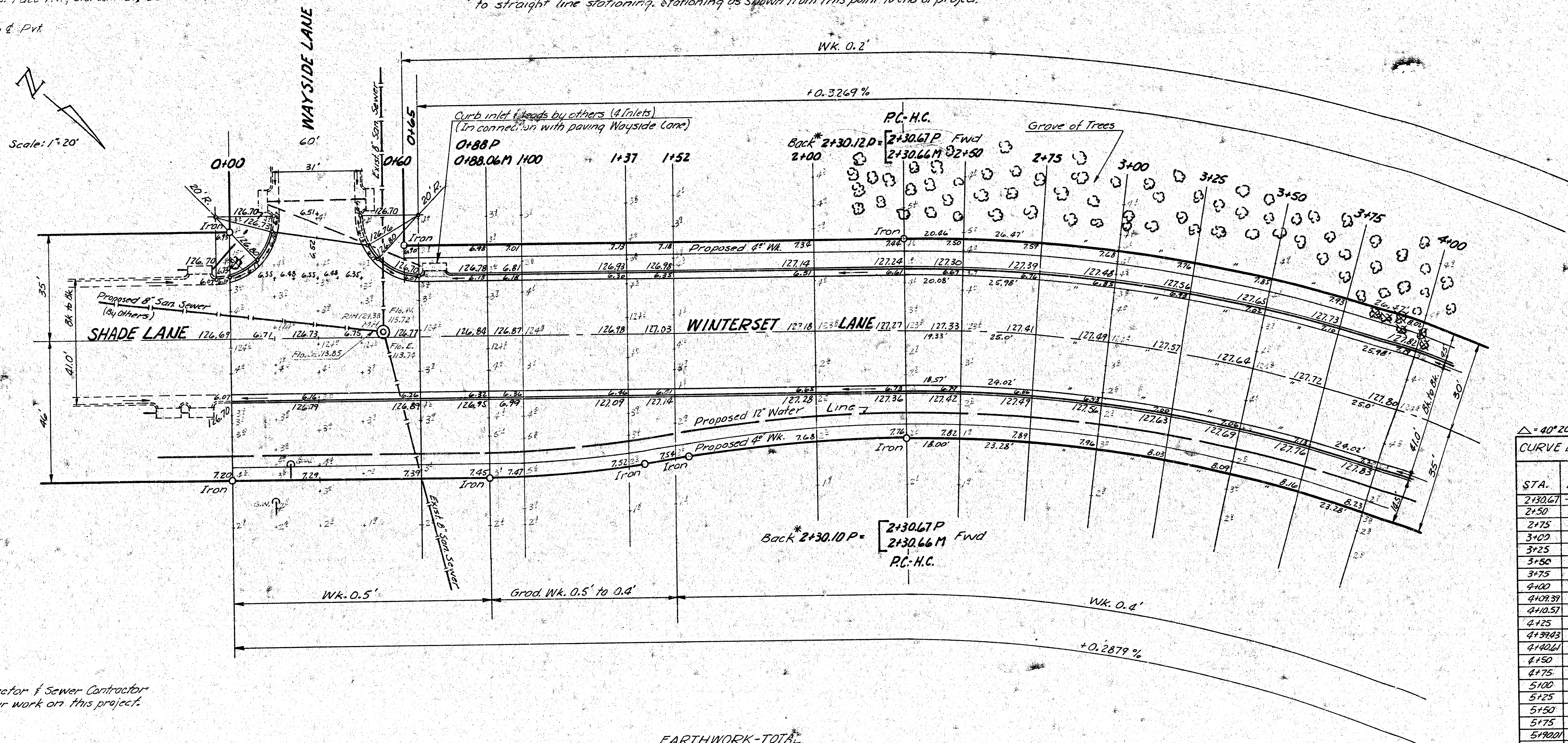
R.W. LINN CITY ENGINEER

DATE MAY 1976 Proj. No. DAKS 575011

M. 122.92 60' No. W. Face H.L.P. Being W.H.P. of 3, East of Wayside & Winterset
M. 125.90 R.R. Spike, J. Face R.R. S.S. Central, 35' W. of W.L. Winterset

Stationing on & Pvt

* Base line for survey is 35.0' W. of E.L. Winterset Lane. The equation converts
radial stationing between 0+00 and 2+30.67, @ 35.0' from the E.L. Winterset,
to straight line stationing. Stationing as shown from this point to end of project.



$\Delta = 40^\circ 20' 10''$ $R = 510.43'$ $T = 187.48'$ $L = 359.33'$
CURVE DATA BASED ON $\frac{1}{2}$ RAD. $\frac{1}{2} = 20'$

STA.	ARC	CHORD LENGTH	CHORD BEARING	DEFLECTION
2+30.67				0° 00' 00"
2+50	19.33	20.39	18.27	0° 05' 05"
2+75	25.00	26.37	23.63	1° 24' 12"
3+00	25.00	26.37	23.63	1° 24' 12"
3+25	25.00	26.37	23.63	1° 24' 12"
3+50	25.00	26.37	23.63	1° 24' 12"
3+75	25.00	26.37	23.63	1° 24' 12"
4+00	25.00	26.37	23.63	1° 24' 12"
4+09.39	9.39	9.90	8.87	0° 31' 37"
4+10.57	1.18	1.24	1.11	0° 03' 58"
4+125	14.43	15.22	13.64	0° 48' 35"
4+394.3	14.43	15.22	13.64	0° 48' 35"
4+402.61	1.18	1.24	1.11	0° 03' 59"
4+150	9.39	9.90	8.87	0° 31' 37"
4+75	25.00	26.37	23.63	1° 24' 12"
5+100	25.00	26.37	23.63	1° 24' 12"
5+125	25.00	26.37	23.63	1° 24' 12"
5+150	25.00	26.37	23.63	1° 24' 12"
5+175	25.00	26.37	23.63	1° 24' 12"
5+192.01	15.01	15.83	14.18	0° 50' 32"

NOTE: Pavement Contractor & Sewer Contractor
to coordinate their work on this project.

EARTHWORK-TOTAL

PROPERTY
Excavation
0.0

CITY
Excavation
0.0

Compacted Fill
4169.8 Cu. Yd.
+10% 417.0
4586.8 Cu. Yd.

Compacted Fill
287.9 Cu. Yd.
+10% 28.8
316.7 Cu. Yd.

NOTE: Dirt required for fill is to be obtained from
excavation on Par Lane & Shade Lane projects.

Total Manipulation = 3628.4 Sq. Yd.

NOTE: Trees to be removed are marked
thus $\otimes$ except that any tree marked for
removal, which in the opinion of the
Engineer can be saved, shall be spared.

SWAPADE
TYPE OF SUBGRADE MATERIAL SHALL BE DE-
TERMINED BY FIELD ENGINEER. TYPE & AMOUNT OF
FILL MATERIAL SHALL BE DETERMINED BY FIELD
ENGINEER. THE FIELD ENGINEER SHALL DETERMINE
WHETHER THE FILL SHALL BE OBTAINED FROM
EXCAVATION, OR ANY COMBINATION OF THESE.

NOTE TO FIELD ENGINEER & CONTRACTOR
Grade, parking and clear right-of-way for pro-
posed sidewalk. Compact fill in sidewalk area.
TO BE CONSTRUCTED BY "OTHERS".

WINTERSSET LANE
S.L. WAYSIDE LANE TO
S.L. CENTRAL AVE.
36'-2'-40' ASPH. CONC.
WITH COMB. CB. & STR.

CITY OF WICHITA, KANSAS

R.W. LINN CITY ENGINEER

DATE MAY 1976 PROJ. NO. DAKS 57

